

The China Mail.

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HONGKONG, MONDAY, JUNE 6, 1881.

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PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

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For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
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T. JACKSON,
Chief Manager.
Offices of the Corporation,
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Hongkong, April 19, 1881.

COMPTOIR D'ESCOMPT DE PARIS.
(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL
CONVENTION of 30th April, 1862.

CAPITAL FULLY PAID-UP.....\$3,200,000.
RESERVE FUND.....\$200,000.

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LONDON, BOURDON, SAN FRANCISCO,
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The Hongkong Agency receives Fixed
Deposits on Terms to be ascertained on
application, grants Drafts and Credits on
all parts of the World, and transacts every
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(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....\$1,500,000.

RATES OF INTEREST ALLOWED ON
DEPOSITS.

At 3 months' notice 3% per Annum.
" 6 " 4% " "
" 12 " 5% " "

Current Accounts kept on Terms which
may be learnt on application.

GEO. O. SCOTT,
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Hongkong, September 4, 1881.

MANCHESTER FIRE INSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company \$1,000,000 Sterling
of which is paid up \$2,100,000.
Reserve Fund of \$1,200,000.
Annual Income.....\$250,000.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurance at current rates.

HOLIDAY, WISE & CO.
Hongkong, October 15, 1880.

Notices of Firms.

NOTICE.

WE have authorized Mr. LEOPOLD FLEMMING to sign our Firm at Foochow, per Procurator, from this date.

SIEMSEN & CO.,
Hongkong, May 10, 1881. jo10

NOTICE.

M. R. HERMANN OTTE has been au-
thorized to sign our Firm per Pro-
curator.

PUSTAU & CO.,
Hongkong, May 18, 1881. jo18

For Sale.

LANE, CRAWFORD & CO.

HAVE FOR SALE EX RECENTLY ARRIVED STEAMERS
SUMMER REQUISITES AND LUXURIES:

NEUROTONE—A Nerve Tonic and Delicous Beverage, Non-alcoholic and Restorative.

RHAPSODIA—A Sparkling and Pleasant Drink.

FOSTER'S CHAMPAGNE CIDER.

SPARKLING SAUMUR—equal to the Best Brands of Champagne at half the price.

SPARKLING SUMMER ALE—Light and Refreshing.

CLARET of the Mount Crus, from \$3 per dozen.

GINGER WINE, LEICESTERSHIRE COWSLIP WINE.

TURKISH FABRIK EXPORT OF CHABLIS. SACCHET'S SHERRIES.

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FOSTER'S BASS and BURKE'S GUINNESS.

ESTO'S FRUIT SALTS, LAMPLUGH'S PYRETIC SALINE.

PENANG CIGARETTES and CIGARS, for a good short Smoke.

CORE'S TOBACCOES.

B (in diamond) MEERSCHAUM and BRIAR PIPES.

A Good Selection of SUMMER HOSIERY.

SILK and GAUZE MERINO UNDERSHIRTS and DRAWERS.

BATHING DRAWERS, SWIMMING BELTS.

NOW SCARFS and TIES for the Season.

SHIRTS, COLLARS, HANDKERCHIEFS.

"AUTOMATOR" UMBRELLAS.

New WALKING STICKS.

SUN UMBRELLAS, WHITE LILY GLOVES.

CALCUTTA PITH and STRAW HATS.

CHRISTY'S & ELWELL'S FELT HATS, in all the New Shapes.

FANCY STATIONERY of all Kinds.

PRESENTATION BOOKS, NOVELS, &c.

SILVER STAND and HANGING LAMPS.

AMERICAN READING LAMPS.

TRAVELLING BAGS and VALISES, &c., &c.

Hongkong, June 1, 1881. jo1

Intimations.

NOTICE.

HAVE just RECEIVED
SULLIVAN'S "PIRATES OF PEN-
ZANCE."

Boulger's "China," Vol. I.

"Board of Trade Instructions for Sup-
ervision of Ships."

Froud's "English in Ireland."

Burton's "Engines Guide."

Satow's "New Guide to Japan."

Chambers' "Classical Poetry of the
Japanese."

Prescott's "Electricity and Electric
Light."

Wheelers "Practical Photography."

Annie Acton's "Annie Acting."

Audley & Bowe's "Korean Art of
Japan."

Cassell's "History of Europe," Vol. I.

Teazle's "Naval Architecture."

King's "Warrships of England."

Rice & Beatty's "Scenic Side."

Beaconsfield's "Endymion."

Cooke's "Billiards," new edition.

Mark Twain's "Tramp Abroad."

Hongkong, May 31, 1881. jo16

FOR SALE.

JULES MUMM & CO.'s
CHAMPAGNE.

Quarts.....\$16 per 1 doz. Case.

Pints.....\$17 per 2 doz. "

GIB, LIVINGSTON & CO.,
Hongkong, February 2, 1880.

Now Ready.

A COMPLETE REPRINT, in Pamphlet
Form, of the proceedings in the
RECENT LEBEL CASE of

REGINA V. PITMAN,
containing the whole of the Proceedings at
the Police Court, full report of the trial in
Criminal Sessions, with connected Cor-
respondence and comments of the Press.

To which is now added a Report of the
Case of

PITMAN V. KESWICK
AND OTHERS.

Price per Copy.....50 CENTS.

Orders are now being booked.

Hongkong, 4th of June, 1881. jo11

Intimations.

NOTICE.

TENDERS will be RECEIVED in the
SPANISH CONSULATE up to the 11th
inst., at Noon, for the CONSTRUCTION of

a STEAM ENGINE compound system,

with BOILER, of about 70 Horses Effective
Power, with a Surface Condenser.

For further Information about the space
assigned to the said Engine and other Par-
ticulars, apply to the Undersigned.

Builders intending to Tender are re-
quested to present plans, which in case of
being not admitted, will be returned to the
owner.

To which is now added a Report of the
Case of

PITMAN V. KESWICK

AND OTHERS.

Price per Copy.....50 CENTS.

Orders are now being booked.

Hongkong, 4th of June, 1881. jo11

DENTAL NOTICE.

DR. ROGERS will be absent at SHANG-

HAI July 1st, when he will return to HONGKONG and remain permanent.

Hongkong, May 9, 1881.

For Particulars, apply to

RUSSELL & CO.,
Hongkong, May 20, 1881.

TO LET.

THE DWELLING HOUSE—No. 33,
WELLINGTON STREET.

ROOMS in CLUB CHAMBERS, suitable for
Offices or Chambers.

Apply to

DOUGLAS LAPRAIK & CO.,
Hongkong, March 26, 1881.

TO LET.

NO. 2, OLD BAILEY STREET.

And No. 6, PEDDAR HILL.

Apply to

DAVID SASOON, SONS & CO.,
Hongkong, May 30, 1881.

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THE DWELLING HOUSE—No. 33,
WELLINGTON STREET.

ROOMS in CLUB CHAMBERS, suitable for
Offices or Chambers.

THE CHINA MAIL.

TOTAL LOSS OF THE S.S. "ELGIN."

We have already referred to more than one occasion to the loss of the British steamer *Elgin*; but it is only now, by the arrival of the Chief Officer here with another European and a portion of the crew picked up at sea by the French Transport *Drac*, that we are in possession of the full details. Mr. Ross has favoured us with the following particulars which will be read with interest. Briefly put, the narrative is that the *Elgin* left Saigon for Hongkong, rice laden and with passengers, on the 24th May. She suffered from bad weather for several days, and struck the Bomby Shoal in a furious gale and is now a total wreck. The captain, officers, crew, and passengers, to the number of 50, left the steamer in three boats, commanded respectively by the captain, the chief mate and the second mate. Of these the captain's party (Capt. Miller) has been landed at Singapore by the *London Castle*; the chief mate's boat was picked up by the *Drac*, French transport on Saturday at noon, in lat. 21.4 N. and long. 113.37 E.; the men having been in the boat since the previous Monday morning; of the third boat nothing has as yet been heard. We append the narrative kindly furnished by Mr. Ross, the chief officer, who was in command of the second boat:

Left Saigon on May 24th about 11.30, and passed Cape St. James at 6 o'clock same day. The weather was fine, clear, and dry, with light, variable winds; the same conditions were experienced on the following day and up to noon of the 26th, when a northerly swell set in; the wind, which was increasing, had by evening developed into a regular N.N.W. gale. The sea increased considerably as night came on, awnings were furled. At midnight a high sea was running and the vessel shipped tremendous quantities of water. This weather continued all night. The morning of the 27th showed no improvement. The engines were slowed at 2 a.m.; by noon a hard gale was blowing, and at 2 p.m. it had attained hurricane force, and the ship was labouring heavily. Heavy seas were continually being shipped, and by one of these, six Chinese members of the crew were badly injured, and afterwards another was carried away the ventilators from the forecastle and filled that part of the ship with water. At 4 p.m. the barometer read 29.21, which reading was the lowest reached during the storm. The wind and weather continued throughout the night. On the morning of the 28th the *Elgin* struck a reef, running forward and smashing. The engines were immediately put full speed astern, but without any visible movement of the vessel. Finding her immovable, cargo was thrown overboard; this had no effect. At 4 a.m. the vessel, continuing to haul heavily, commenced to fill. Soundings were taken of the water round the vessel. More cargo was thrown overboard and the process of lightening the ship was continued all day. By this time the vessel had acquired a considerable list. All efforts to right her were fruitless. As the tide fell her list increased and her fore and main holds were full of water, the dry reef becoming visible to the Eastward as the tide went down. By 11 a.m. the men were unable through exhaustion to work longer. The ship had by noon settled into a quiet position, and the vessel was getting by this time quite full of water. On the morning of the 29th, the tide rising and a heavy sea running over the reef, it was determined that, as the ship commenced to bump again, and there was, to all appearance, no possibility of getting her off, the boats should be provisioned and got ready. This work proceeded at all intervals approaching a quiet condition which occurred during the day, and the work was completed at sunset. The vessel, by the ship all night, and at sunrise next morning all left in the three boats. Eight Europeans and 42 others, crew and passengers, mostly Chinese, left the wreck in safety; two or three died of exposure or exhaustion. The boat in charge of Mr. Ross made most headway, so much so that just before sunset he put about to hail the captain, whose boat was astern of the other two. Mr. Ross last saw the captain and second officer and their respective boats at sundown on Monday evening; he saw both their lights up to 11 o'clock that night. They were then steering a N.E. course with a not unfavourable wind; and on Tuesday he was enabled to take an observation and found his position to be lat. 17.1 N., long. 113.26 E. All this day nothing was sighted. The next day a disagreeable change in the weather took place, and heavy rain with variable winds was experienced, lasting all night, varied by occasional squalls up to noon on Thursday, when the wind came steady out of the N.E., continuing till Friday evening, when the breeze moderated. On Saturday morning a light easterly wind sprung up, and about 10 a.m. Mr. Ross made out the top-gallant-mast of a vessel which subsequently proved to be the French transport *Drac*, which in some two hours were picked them up, in 21.4 N., long. 113.37 E.

There were 110 men on board the *Elgin*, as we have already seen, of eight Europeans, namely—Captain Miller, Mr. Ross, first mate; Mr. Thow, second mate; Mr. Mitchell, chief engineer; Mr. Henderson, 2nd engineer; Mr. Gilmore, 3rd engineer; Mr. Graham, carpenter; and Mr. Shields, donkey-man. Those who were picked up by the transport and who have been landed here are Mr. Ross, the chief mate; Mr. Henderson, the second engineer, and twelve Chinese. One Chinaman, who had been a passenger on board, died in the boat. There seems to have been some confusion in the signalling from the *London Castle* to the *Stentor*, which we reported before. Those whom the *Castle* steamer must have had on board were the crew who left the wreck in the Captain's boat. A telegram has been received from Singapore which explains this matter to some extent. Messrs Jardine, Matheson & Co. send us a communication to the effect that "they have received a telegram from Singapore informing them that the *London Castle* landed at that port the Captain, Chief engineer, and 18 hands from the S.S. *Elgin*. From this it would appear that the missing boat is that in charge of the second officer, of which we hope the *Elgin* may bring tidings in a day or two." H.M. *Lapwing* went out this morning to search for the missing boat. There seems to be a considerable consensus of opinion as to the importance of the not having been sent.

Where the car was manifested one of life and death to those Europeans, and such a considerable number of Chinese were on board, it might have been expected that something more prompt and decisive would have been done than to despatch boats some four or five days after it was known in the Colony that there was a helpless boat's crew outside, belonging to a British steamer. The *Lapwing*, a double-screw gun-boat, Commander W.G. Scott, did get up steam yesterday and was proceeding to sea on her errand of mercy; but was

a boat's crew from the *Elgin*, was on board the *Drac*. It is to be hoped that the *Lapwing* may be successful in her mission.

RE-ORGANISATION OF THE ARMY.

A Horse Guards General Order of 11th April last has been issued by command of His Royal Highness the Field Marshal Commanding-in-Chief, approving of certain changes in the organization, titles, and uniforms of the regiments of the Infantry of the Line and Militia, to come into effect from the 1st proximo.

A WOULD-BE SUBSCRIBER.

THE HAILOONG CASE AND THE LORNE CASE.

To the Editor of the "CHINA MAIL."

Sir,—I will you excuse me trespassing on your space, but I have seen so much rubbishy logic and sickly sentimentality expended of late in one paper or the other over the decisions—what we most stupidly named—that I should like to say my say, if you have no objections. It has been said that the *Elgin* is not standing on the case of the *Lorng* but the case of the *Lorng* is not standing on the case of the *Hai Long*.

The Infantry of the Line at present consists of 109 regiments, 25 of which have two battalions; one, the 60th—Rifles, two battalions; and the Rifle Brigade, also of four battalions, making a total of 141 battalions. These will be distributed among 69 regiments, associated with Militia, 66 of which will absorb 132 battalions;

one, the King's Royal Rifles Corps, four battalions; and the Queen's Own Cameron Highlanders, which now become the odd battalion. The Infantry Militia consists of 135 regiments. Under the new arrangement these two branches of the service will be fused together into regiments bearing territorial titles, and will consist, in England, Scotland, and Wales, of two battalions of Line and two of Militia, with the exception of the odd battalion; and in Ireland of two battalions of Line and two of Militia. In several Regimental Districts there are already more than the requisite number of Militia regiments, and in others there are not sufficient to complete the new establishment. In the former case the surplus corps will be converted into Artillery or Engineers, or absorbed, according to circumstances, and in the latter, new battalions will be formed. The four battalions of the 60th Rifles will bear the title of "The King's Royal Rifle Corps," and the "Rifle Brigade" will continue to be known by that name. In time of peace these regiments will not be associated with any Militia corps, but in the event of the Reserves being mobilized the men of the "2nd Middlesex" and "Royal London" militias will join the former corps, and the men of the "King's" and "the Queen's Own Tower Hamlets" will join the latter. In time of peace these four Militia regiments will be attached to the Brigades of Guards. All regiments are to bear the record of the victories now borne on the colours and appointments of each of the battalions of which it is composed.

The 26th, 29th, and the 33rd and 86th, with their affiliated Militia battalions will henceforth become Rifles, and will wear the dark green uniform of that branch of the service. The following regiments will adopt the kit in addition to those already wearing it:—(1st Foot, 27th, 33rd, 70th, 76th, and 91st; all other Scottish regiments) will wear to the Highlanders what met in force in February last in the *Stentor* House to protest against the expulsion of the tartan from the service should be gratified by such an addition to the national dress. The following are the tartans which will be worn in future by the Scotch regiments:—kilted corps—The Royal Highlanders (42nd and 73rd), Royal Stuart tartan; the Royal Highlanders (72nd and 78th), Mackenzie tartan; the Gordon Highlanders (75th and 92nd), Gordon tartan; the Queen's Own Cameron Highlanders (70th), Cameron tartan; the Sutherland and Argyll Highlanders (91st and 13th), Sutherland tartan; non-kilted corps—The Lothian Regiment (1st and 2nd battalions 1st Foot), Royal Scots Fusiliers (1st and 2nd battalions 21st Foot), and the Scotch Rifles (26th and 90th) will wear a black, blue, and green tartan, according to a pattern deposited in the War Office; and the Highland Light Infantry (71st and 74th), will wear the McLeod tartan.

The 27th Inniskillings will, from the 1st July, become the 1st battalion of the Royal Inniskilling Fusiliers, and will be associated with the 10th Madras Infantry, the 4th Royal Dragoon Guards, the 1st Lancashire, and the Duke of Wellington's Militia, with the headquarters of the Regimental District at Omagh. Amongst the other regiments stationed in Hongkong within the past few years, the following changes of title will take place:—the 74th Highlanders will become the 2nd battalion of the Highland Light Infantry; the 28th North Gloucester becomes the 1st battalion of the Gloucester Regiment; the 80th Staffordshire Volunteers becomes the 2nd battalion of the North Staffordshire Regiment; and the two battalions of the 10th North Lincoln, became the Lincolnshire Regiment. The facings of these regiments will also undergo the following changes:—the 27th from buff to blue, having become Royal; the 74th from white to yellow, the 28th, 80th, and 10th from yellow to white.

Battalions which have not hitherto borne a special device will adopt national badges; English regiments, a rose; Scotch, a thistle; Irish, a shamrock; and Welsh, a dragon; and the facings and officers' lace will be the same for all regiments belonging to the same country (Royal and Rifle regiments excepted), and will be as follows:—English and Welsh regiments, white facings with rose pattern lace; Scotch, yellow facings with thistle pattern lace; and Irish, green facings with shamrock pattern lace.

The Royal Aberdeenshire Militia and the Highland Light Infantry Militia will change their facings to blue, and the

Highland Light Infantry Militia will wear trews of the same pattern tartan.

CORRESPONDENCE.

BAND NIGHTS: A SUGGESTION.

To the Editor of the "CHINA MAIL."

Hongkong, June 1.

Sir.—As the summer evenings draw

in, and the thought of Band nights in the Gardens comes to us as a welcome

suggestion of pleasant evenings in store for us, it may not be out of place to mention

that last year, although hundred went to listen to the sweet melody and consonance of which the musicians discribed, no one ever thought of any recognition being made of their services at any time or in any way.

Primarily the course the residents had to take was to thank the Colonel and officers, but they do good for its own sake, finding their reward in this pleasure of making others happy. The men, however, are not
indeed beings, with all the spirit, and impetuosity of ordinary mortals inherent in them. And with a grateful public audience, several hundreds attending at the Band night after night it does seem strange that not a glass of beer nor a bottle of lemonade nor a ham-sandwich or anything else at the end of the season, was forthcoming for those on whom fell the burden and heat of the day. We are sure the fact has only to be mentioned to ensure such an omission being carefully guarded against—in the

greatest number is the safer rule.

These words favour of Macchiavellian.

I beg to distinguish, and say, the greatest

good to distinguish, and say, the greatest

THE CHINA MAIL.

[No. 5583.—JUNE 6, 1881.]

Intimations.

Visitors' Column.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries on China and Japan*, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The CHINA REVIEW, or Notes and Queries on the Far East, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the paper be published demand, and the circulation justify, such extra numbers.

The subscription is fixed at \$6.50 postage paid extra, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago, and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a resume in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" and "Queries" being given when furnished with previous Notes or Queries, as well as those queries which though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The China Review for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a state. All our learned societies should subscribe to this scholarly and enterprising Review. It is a sixty-page bi-monthly, replete with what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address, *China Review*, Hongkong—Northern Christian Advocate (U.S.).

Trinity's Oriental Record contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, according to the number now before us, intended to occupy a position, as regards China and the neighbourhood, quite as somewhat similar to that which was soon filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, besay nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now abundantly cultivated, and who are specially represented in the first number of the Review by papers highly creditable to their respective authors. In a paper on Dr. Legge's *She King*, by the Rev. E. J. Etel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connexion with this important work. Some translations from Chinese novels and plays are marked by bold accuracy and freedom of style; and an account of the career of the Chinese post-statesmen of the eleventh century, Su Tung-po, by Mr. E. G. Bourne, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine."

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at Four Dollars per annum, delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the proprietors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan—from Australia, California, Singapore, Penang, Salson, and other places frequented by the Chinese—consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressively improved and increased in almost Unities—is, on the one hand commands Chinese belief and interest, while, on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

FREDERIC ALGAR, COLONIAL NEWSPAPER & COMMIS- SION AGENT,

11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondents, Agents, and any European Goods on London terms.

NOTICE TO SHIPPERS.

Hongkong Rates of Postage.

(Revised December 1st, 1880.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, triple, &c., as the case may be, but such papers or packets of a parcel may be sent at Book Rate. Two parcels must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Price Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of actual or personal correspondence, such as invoices, credit or debit memoranda, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 6 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

4. The public are cautioned not to con-

cern these facilities with a Parcel Post to Europe, &c., which does not exist.

Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chile, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermudas, Labrador, with all Danish, French, Netherlands, Portugal, and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per oz.

Post Cards, 8 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom:—

Letters, 10 cents.

Registration, None.

Newspapers, 5 cents.

Books & Patterns, 5 cents.

West Indies (Non-Union), Bolivia, Costa Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay:—

Letters, 10 cents.

Registration, 10 cents.

Newspapers, 5 cents.

Books & Patterns, 5 cents.

The Barracks and Naval and Military Service Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

General Outfitter, Hosiery, Tailor, &c.—T. N. DRISCOLL, 45 and 47, Queen's Road, by special appointment to H.E. the Governor.

Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & Co., Queen's Road Central.

American and English Stores, Books, and specially selected Cigars.—M. E. EWEN, FINCKEL & Co.

Chair and Boat Hire.

LEGALISED TAFFI OF FEES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.

Half hour, ... 10 cts. | Hour, ... 20 cts.

Three hours, ... 60 cts. | Six hours, ... 100 cts.

Day (from 6 to 6), One Dollar.

To VICTORIA PEAK.

Single Trip.

Four Coolies, ... \$1.00

Three Coolies, ... 0.85

Two Coolies, ... 0.70

Return (direct or by Pok-foo-lum).

Four Coolies, ... \$1.50

Three Coolies, ... 1.20

Two Coolies, ... 1.00

To VICTORIA GAP (TO LEVANT & UMBRELLA SEAT).

Single Trip.

Four Coolies, ... \$0.60

Three Coolies, ... 0.50

Two Coolies, ... 0.40

Return (direct or by Pok-foo-lum).

Four Coolies, ... \$1.00

Three Coolies, ... 0.85

Two Coolies, ... 0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip | Peak, ... \$0.75 each Coolie.

(12 hours) | Gap, ... \$0.60 each Coolie.

Licensee Bearers (each).

Hour, ... 10 cents.

Half day, ... 35 cents.

Day, ... 50 cents.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900 piculs, per Day, ... \$1.00

1st Class Cargo Boat of 8 or 900 piculs, per Load, ... 2.00

2nd Class Cargo Boat of 600 piculs per Day, ... 2.50

2nd Class Cargo Boat of 600 piculs, per Load, ... 1.75

3rd Class Cargo Boat or Ha-ku Boat of 300 piculs, per Day, ... 1.50

3rd Class Cargo Boat or Ha-ku Boat of 300 piculs, per Load, ... 1.00

3rd Class Cargo Boat or Ha-ku Boat of 300 piculs, Half Day, ... 60

Sampans.

or Fullaway Boats, per Day, ... \$1.00

" Half Day, ... 50

After 6 P.M., ... 10 cents extra.

Nothing in this Table prevents private agree-

SELECT COOLIES.

Scallop, ... \$0.50. | Sliest Coolies.

One Day, ... 12

Half Day, ... 6

Three Hours, ... 12

One Hour, ... 5

Local Delivery.

1. All correspondence posted before 5 p.m. on any day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mail.

2. Invitations, &c., can generally be delivered within Victoria, at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Booksellers who desire to send Circulars, Printed Works, Invitations, Cards, &c., of all the same weight, to addresses in Hongkong, Bangkok, or the Ports of China and Japan, may deliver them to the Post Office un stamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Holders may also send Patterns to the same place in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited or stated, to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Patterns.

PARCELS.—The public is reminded that there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post.凡品, Curios, Articles of Dress, &c., are liable to damage in transit, and the contents being reduced, the contents being often paid more in Postage than would have paid the freight by steamer. No

small articles may be made up in a

parcel.

Made out on a printed form which is supplied gratis.

Local Parcel Post.

1. Small Parcels may be sent by Post between any of the Post Offices in China or Japan, as well as to Macao, Pekin, Singapore, Penang, and Malacca. They must not exceed the following dimensions: 20 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage is 20 cents per lb., which includes Registration except to Japan, to which country parcels are forwarded at Book Rates. Registration is being optional. The parcels may be wholly closed if they bear this special endorsement: PARCEL CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.) Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever commercial papers signify such papers as, though written by hand, do not bear the character of actual or personal correspondence, such as invoices, credit or debit memoranda, &c. The charge on them is the same as for books.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, but the system of registration will secure the sender against any but a very remote probability of loss.

4. The public are cautioned not to con-